

**"CLUB"**  
THE POPULAR  
**SCOTCH WHISKY.**  
Per Dozen ... \$18.50  
**H. PRICE & CO.**  
15, Queen's Road.

# Hongkong Daily Press.

ESTABLISHED 1857.

**"D.C.L."**  
**OLD TOM**  
AND  
**DRY GIN**  
Per Bottle ... \$8.00  
Sole Agents—  
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15, Queen's Road.

No. 19,890 號十玖百捌千壹萬第 日肆十月捌年捌十二緒光 HONGKONG, THURSDAY, SEPTEMBER 25th, 1902. 肆百貳 號伍十貳月玖年貳百九千壹萬英港香 PRICE, \$-1 PER MONTH

**WATSON'S**  
**HOUSEHOLD**  
**AMMONIA.**  
FOR THE BATH, TOILET, NURSERY  
AND HOUSEHOLD.  
AN ELEGANT AND REFRESHING PREPARATION, DELICATELY PERFUMED.  
Will be found an invaluable adjunct to the Bath and Toilet. It is most refreshing and invigorating, imparting tone to the system and promoting healthy action of the skin.  
**A. S. WATSON & CO., LD.,**  
CHEMISTS, DRUGGISTS AND  
PERFUMERS, &c.,  
HONGKONG DISPENSARY.  
**JOHN WALKER & SONS'**  
**KILMARNOCK WHISKY.**  
This World-renowned  
Fine Old Highland Whisky,  
Sole Shippers—**CUTLER, PALMER & CO.,**  
is of famous quality in Hongkong of their Agents.  
**SIEMSEN & CO.**  
Hongkong, 1st January, 1901. [a47]

**"SPECIAL BLEND" WHISKY**  
Price \$11.25 PER DOZEN  
NET  
Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies  
Apply to  
**SIEMSEN & CO., Hongkong.** [a48]  
**HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.**

**TIME TABLE**  
WEEK DAYS.  
7.30 a.m. to 8.00 a.m. ... Every 10 minutes.  
8.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.00 a.m. ... Every 10 minutes.  
9.30 a.m. to 10.00 a.m. ... Every 15 minutes.  
10.00 a.m. to 10.30 a.m. ... Every 10 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.00 a.m. to 11.30 a.m. ... Every 10 minutes.  
11.30 a.m. to 12.00 p.m. ... Every 15 minutes.  
12.00 p.m. to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 1.30 p.m. ... Every 15 minutes.  
1.30 p.m. to 2.00 p.m. ... Every 10 minutes.  
2.00 p.m. to 2.30 p.m. ... Every 15 minutes.  
2.30 p.m. to 3.00 p.m. ... Every 10 minutes.  
3.00 p.m. to 3.30 p.m. ... Every 15 minutes.  
3.30 p.m. to 4.00 p.m. ... Every 10 minutes.  
4.00 p.m. to 4.30 p.m. ... Every 15 minutes.  
4.30 p.m. to 5.00 p.m. ... Every 10 minutes.  
5.00 p.m. to 5.30 p.m. ... Every 15 minutes.  
5.30 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 6.30 p.m. ... Every 15 minutes.  
6.30 p.m. to 7.00 p.m. ... Every 10 minutes.  
7.00 p.m. to 7.30 p.m. ... Every 15 minutes.  
NIGHT CARS.  
4.30 p.m. & 9 p.m. ... 9.45 to 11.15 p.m., very 1 hour.  
SUNDAYS.  
5.00 a.m. to 8.30 a.m. ... Every 15 minutes.  
8.30 a.m. to 9.30 a.m. ... Every 30 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.15 a.m. ... Every 10 minutes.  
11.15 a.m. to 12.00 p.m. ... Every 10 minutes.  
12.00 p.m. to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 10 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.  
8.00 p.m. to 8.30 p.m. ... Every 10 minutes.  
NIGHT CARS as on Week Days.  
Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Com-  
pany's Office, 38 & 40, Queen's Road Central.  
**JOHN D. HUMPHREYS & SON,**  
General Managers.  
Hongkong, 1st October, 1901. [a489]

**VICTORIA**  
**CYCLE**  
**EMPORIUM.**  
THE pleasure of cycling consists in having  
a First-class Machine, and the above  
Establishment is always ready in this respect.  
We are Agents for the famous "NEW  
HOWE" and "MONOPOL" CYCLES,  
and we also supply fittings of every description.  
Repairs can be had in Second-hand Machines.  
Repairs executed with promptitude and skill.  
Enamelling a Specialty.  
**McKERRY & CO.,**  
43 & 45A, QUEEN'S ROAD EAST.  
Hongkong, 4th April, 1901. [a496]  
**GREEN ISLAND CEMENT COMPANY.**  
**PORTLAND CEMENT.**  
\$5.50 per Cask of 37½ lbs. net ex Factory.  
\$5.50 per Bag of 250 lbs.  
**SHEWAN, TOMES & CO.,**  
General Managers.  
Hongkong, 7th June, 1902. [a1605]

**HONG CHEONG & CO.**  
**TAILORS, DRAPERS AND**  
**OUTFITTERS.**  
ESTABLISHED IN HONGKONG FOR OVER  
30 YEARS.  
Clothing made to fit to perfection. Silk  
Goods of all kinds. Chinese Grass Cloth and  
Embroidery.  
Address—Nos. 60 and 62, QUEEN'S ROAD  
CENTRAL (South side).  
Hongkong, 6th September, 1902. [239]  
**AUTOMATIC MAUSER**  
**PISTOLS.**  
CALIBRE 7.63 mm.  
WITH CHAMBER for 10 CARTRIDGES  
FIRING 10 SHOTS in 2 SECONDS  
**SIEMSEN & CO.,**  
Hongkong 3rd October, 1900. [64]

**CUTLER, PALMER & CO.**  
ESTABLISHED IN LONDON IN 1815.  
SHIPPERS TO CHINA FOR 75 YEARS.  
Their Brands are favourably known all over the World.  
The following are some of their Stocks with the undersigned—  
**SUPERB OLD COGNAC,**  
\$23.75 PER DOZ.  
Distinguished by Four Stars on the label.  
ANOTHER FINE COGNAC, \$16.75 per doz.  
Less old than the above.  
**IMPERIAL BRANDY**  
\$12 PER CASE.  
**THE ELITE OF WHISKY—**  
**THE "PALL MALL,"**  
\$21 PER DOZ.  
11 Years old; the finest quality shipped.  
Each bottle bears an Analyst's certificate.  
**C. P. & Co.'s OWN SPECIAL**  
**BLENDED WHISKY,**  
\$11.25 PER DOZ.  
Very soft, palatable, and mature.  
EVERYBODY SHOULD TRY THESE ITEMS  
**AGENTS—SIEMSEN & CO., HONGKONG.** [a45]  
**C. P. & Co.'s INVALIDS' PORT**  
\$21 PER DOZ.  
This fine Wine is old, soft, and of grand flavour.  
See analysis and certificate by Professor Cassell.  
**DOURO PORT,**  
\$15 PER DOZ.  
A fine, full, and fruity wine.  
**AMOROSO SHERRY,**  
\$21 PER DOZ.  
**LA TORRE SHERRY;**  
\$17.50 PER DOZ.  
A natural and most pleasant wine to the taste.  
**BENEDICTINE LIQUEUR—**  
**D.O.M.,**  
\$41.75 PER DOZ.

**CELESTINS**  
**GRANDE-GRILLE**  
**CONTREXEVILLE**  
**ST. GALMIER WATER.**  
Apply to—  
**G. GIRAULT.** [a40]

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ENGINEERS, SHIPBUILDERS, BOILER MAKERS AND BLACKSMITHS.  
BRASS AND IRON FOUNDERS.  
COAST AND RIVER STEAMERS, STEAM WATER BOATS, LIGHTERS,  
TUGS AND FAST STEAM LAUNCHES.  
PUMPS, PACKINGS, GENERAL STORES AND ENGINEERS' TOOLS OF  
EVERY DESCRIPTION.  
OFFICES & SALES-ROOMS. ENGINE & SHIPBUILDING WORKS,  
60 & 62, DES VEXES ROAD CENTRAL. KOWLOON BAY.  
**W. S. BAILEY, M.I.M.E. F. O. MURPHY, WH. SC., A.I.M.E.**  
CONTRACTORS FOR ALL KINDS OF ENGINEERING WORK.  
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CONSULTING AND SUPERINTENDING ENGINEERS AND SURVEYORS. [a2963]

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23 & 25, QUEEN'S ROAD.  
NEW BOOKS AND NEW EDITIONS. NEW STOCK.  
The French in Tonkin and South China, by A. Cunningham, Illustrations and Map \$3.00  
The Coronation Number of "Illustrated London News"; Very Fine Illustrations... 4.50  
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INDIAN CIGARS, ... 500 for \$10.50  
ENGLEHARDT'S EGYPTIAN CIGARETTES IN AIR-TIGHT TINS...  
TENNIS RACKETS.  
TENNIS BALLS.  
ENGLISH, AMERICAN, AND FRENCH BOOTS AND SHOES.  
SCRAP ALBUMS.  
STYLO PENS.  
SWIFT FOUNTAIN PENS ... \$4.50 each [53a]

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(ESTABLISHED OVER 50 YEARS.)  
**GENERAL STOREKEEPERS.**  
**GENTLEMEN'S OUTFITTERS.**  
**TAILORS, HATTERS & HOSIERS.**  
ALL GOODS OF BEST QUALITY ONLY.  
**LANE, CRAWFORD & CO.** [a34]  
**REMINGTON TYPEWRITERS**  
WITH ALL REQUISITES.  
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PLATES, PAPERS, AND CHEMICALS  
EASTMAN'S KODAKS, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.  
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**AQUARIUS.**  
THE AQUARIUS COMPANY'S TABLE WATERS ARE ALL  
MADE FROM PURE TREBLE DISTILLED WATER AND ARE  
SUPERIOR TO ANY WATERS MANUFACTURED IN THE  
FAR EAST.  
ABSOLUTE PURITY CAN ONLY BE OBTAINED BY  
DISTILLATION.  
**CALDBECK, MACGREGOR & CO.,**  
Hongkong, 8th September, 1902. [a26]  
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**COTTAM & CO.**  
FOR  
**STRAW BOATING HATS,**  
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FELT TERA. [a37]

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NEW AND STANDARD WORKS. RECENT NOVELS.  
PROGRESSIVE LESSONS IN THE CHINESE WRITTEN LANGUAGE, by T. L. BULLOCK \$5.00  
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Lost Provinces, by W. Fort-Bridge... 1.75  
THE FRENCH IN TONKIN AND SOUTHERN CHINA, by A. Cunningham... \$3.00 [52a]

**SMITH PREMIER TYPEWRITERS.**

WORLD RENOWNED AND LEADING EVERYWHERE.  
WITH REQUISITES IN STOCK.  
**WM. MEYERINK & CO.**  
SOLE AGENTS FOR SOUTH CHINA. [a2417]

**WATKINS, LIMITED.**  
PERFUMERY, SPONGES,  
PATENT MEDICINES AND CONFECTIONERY.  
SOLE AGENTS FOR  
**LISTER'S FUMIGATORS, NEWTON'S RAT CHEESE.**  
**BEECHAM'S PILLS, NEWTON'S ROACH POWDER,**  
**CARBOLACENE, &c., &c.**

**APOTHECARIES' HALL, HONGKONG.** [a381]

**NOTICES OF FIRMS**  
**THE QUEEN'S HOTEL,**  
ELGIN ROAD, KOWLOON.  
Three minutes' walk from the Steamer Wharves, and seven minutes by Ferry-landing from the City of Victoria.  
A First-class Hotel with thirty-five very comfortable Bedrooms.  
Board and Residence—  
By the day... From \$5 to \$7.00  
" month... \$85 to \$110.00  
" for Married Couple... \$160.00  
Everything of the Best.  
Dinner Parties by Special Arrangement.  
Billiards (Thurston Match Table).  
Most perfect culinary arrangements.  
Food both in European and Eastern styles.  
**H. BUTTONJEK,**  
Proprietor.  
Hongkong, 25th November, 1901.  
**STAG HOTEL**  
(ESTABLISHED 1857)  
143, QUEEN'S ROAD CENTRAL, HONGKONG.  
THIS Hotel was re-built in 1902, under the most improved sanitary principles.  
CHARGES VERY MODERATE.  
Hongkong, 2nd September, 1902. [2347]

**INSURANCE**  
FOR Many years the **STANDARD LIFE** OFFICE has paid away upwards of HALF A MILLION POUNDS STERLING per annum in DEATH CLAIMS. Its Funds, yearly increasing, exceed \$8,500,000 Sterling and the Revenue is upwards of \$1,100,000 Sterling per annum. The business is conducted with Economy, the Premiums are Moderate, and the Conditions will be found unusually liberal. For Rates and all Particulars, apply to **DODWELL & CO., LD., Agents** Hongkong, 12th February, 1901. [2-a1792]

**HONGKONG HOTEL**  
A First Class Hotel in every respect.  
Elegantly Furnished Reading, Music, and Smoking Rooms.  
Dining Accommodation for 250 persons.  
Hydraulic Elevators to every floor.  
Cuisine of the best.  
Hot and Cold Water throughout.  
Wines and Groceries imported specially from Europe and America.  
Electric Lighting in the Billiard Rooms.  
Wines, &c., cooled by Refrigerator.  
All Hotel Linen washed on the premises by Machinery.  
Bedroom Accommodation—132 rooms.  
Fire Extinguishing Mains on every floor.  
CHARGE MODERATE. [a44]

**THE PEAK HOTEL.**  
Admirably Situated. Sheltered from the North-East Monsoon and Open to the South-West Monsoon.  
A COVERED GANGWAY LEADS FROM THE TRAMWAY TERMINUS INTO THE HOTEL.  
Telephone No. 29.  
Town Office: 7, DUDDELL STREET. [a490]

**HOTEL CRAIGIEBURN.**  
**PLUNKET'S GAP, THE PEAK, NEAR THE** Tram Terminus.  
Tel. 56.  
For Terms, apply to the **MANAGER.**  
Hongkong, 2nd July, 1900. [a52]

**THE CONNAUGHT HOTEL**  
A FIRST CLASS HOTEL of 45 Bedrooms, elegantly furnished.  
The Hotel is situated near all the Banks and Principal Offices in the Colony.  
Special Attention paid to the Comfort of Guests.  
Cuisine excellent; under Experienced Management.  
Terms Moderate.  
For Terms, apply to the **MANAGER.**  
Hongkong, 23rd May, 1902. [a51]

**HING KEE HOTEL.**  
(ESTABLISHED 1873)  
**MACAO.**  
THIS First-class and well-famed establishment is pleasantly situated in the centre of PRATA GRANDE, facing south, with a charming view of the sea on the front. Comfortable and well furnished Bedrooms. Cuisine Excellent. Prompt Attendance. Terms very Moderate.  
L. HING KEE, Proprietor.  
Telegraphic address "HINGKEE" [a1849]

**"BOA VISTA"**  
(HOTEL-SANITARIUM OF SOUTH CHINA)  
**MACAO**  
HAS been re-opened under European management and most strict supervision as to food, cleanliness, and hygiene of the place. All comforts of a home.  
A most pleasant retreat for those desirous of a few days' rest and quiet.  
Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.  
Macao is 40 miles south-west of Hongkong. One steamer (s.s. *Hongkong*), daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.  
Cable Address—"BOAVISTA."  
For Terms, apply to **THE MANAGER.** [a164]

**VICTORIA HOTEL,**  
SHAMEN, CANTON.  
**BRITISH CONCESSION.**  
GOOD Accommodation.  
Excellent Cuisine.  
Every Convenience for Tourists.  
T. F. DA CRUZ, Manager.  
Canton, 1st October, 1901. [a153]



## INTIMATION



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A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

SCOTCH  
WHISKY.WATSON'S  
CELEBRATED  
BLENDVERY OLD LIQUEUR SCOTCH  
WHISKY.Pronounced by Connoisseurs to be the  
BEST BLEND in the FAR EAST.  
Per Dozen ... \$15.00The following are also recommended, and  
are unsurpassed in quality:—

A.—THORNE'S BLEND ... \$10.80

B.—GLENORCHY, MELLOW  
BLEND, a fine 'Soda'  
Whisky, of great age ... 10.80

C.—ABERLOUR-GLENLIVET 12.00

D.—H.K.D. BLEND of the Finest  
Old Malt Scotch Whiskies 14.40A. S. WATSON & CO.  
LIMITED,  
THE HONGKONG DISPENSARY.

[31]

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Only communications relating to the news columns  
should be addressed to THE EDITOR.  
Correspondents must forward their names and ad-  
dresses with communications addressed to the Editor  
not for publication, but as evidence of good faith.  
All letters for publication should be written on  
one side of the paper only.  
No anonymously signed communications that have  
already appeared in other papers will be inserted.  
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Telegraphic Address: Press. Codes: A.S.W. 6th Ed.  
Liber's  
P.O. Box, 33. Telephone No. 12

**BIRTH.**  
On the 16th September, at Tufnell Park,  
London, the wife of A. E. Robinson, Hongkong,  
of a son.

**The Daily Press.**  
HONGKONG OFFICE: 14, DES VŒUX ROAD CL.  
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 25th September, 1902.

It will have been seen that certain French organs have assumed the British occupation of Kelantan, one of the Siamese Malay States, so groundlessly predicted in a Singapore paper, to be an accomplished fact and that they regard the supposed aggression with indifference. This is not surprising. Such a foolish and wanton piece of land-grabbing would exactly suit the book of the French Colonial extremists. They would delight to see Britain taking over Siamese Malaya, for they could then with reason urge the seizure by France of the rest of Siam outside the Menam Valley, and their misinterpretation of the first clause of the Anglo-French declaration of 1898 concerning Siam would have been justified. For some reason, which we have been unable to discover, irresponsible politicians at Singapore have been working hard to bring about this solution (?) of the Siamese question. Elsewhere in the British Empire, wherever the matter receives any study, the effacement of Siam, which would follow the absorption of Siamese Malaya and Eastern Siam as a matter of course, is regarded as a calamity against which Great Britain must guard to the best of her ability. But not only do the annexationists propose to reduce to practical non-existence the present buffer-state between British and French possessions in South-Eastern Asia, but they are apparently willing in exchange for the not-over-valuable Malay possessions of Siam to hand to France the key to Bangkok and the control thereby of the Menam river. Such a policy is one not only of unrighteous aggression

against Siam but also of foolish imprudence with regard to the interests of Great Britain. It is in this way that the matter affects Hongkong. The growth of a foreign Power's strength in this part of the world cannot be regarded with indifference in this Colony, the great British outpost in South China. Singapore of course is, through its greater nearness to Bangkok, still more affected than Hongkong by the possibility of Siam becoming alienated to a strong Colonial nation. Yet apparently the idea of gaining a few more Malay States blinds a section of the public there to the dangers threatened. In Rangoon it is good to see that such short-sightedness does not prevail. The *Rangoon Gazette* recently had a well reasoned article on the subject of the Siamese crisis, in which it was pointed out that the conditions which obtained at the date of the Convention of 1896 have been entirely altered by the completion last year of the Bangkok-Korat line of railway, the terminus of which is now only eight hours distant from Bangkok and is situated in the heart of one of the eastern provinces of Siam, the integrity of which has been explicitly left unguaranteed by the 1896 Convention. The alteration made by the construction of this line in the political situation, says our contemporary, is such that, in the opinion of competent observers, if no steps be now taken to counteract its effects, the valley of the Menam will fall into the possession of the French, and thus the South-eastern frontier of our Indian Empire will be exposed to dangers which will be best appreciated by those who have to guard against them. No argument is directed against such contentions by the advocates of British expansion in Malaya, who contend themselves with talking about Siamese injustices to this or that petty prince and the anxiety of the people of Kelantan, etc., to come under British rule. Such an agitation is calculated to counteract the good effects of British aid to Siam in the past as well as to encourage the followers of M. Doumer. We trust that it will find no supporters in the negotiations which the Siamese Vice-Minister of the Interior is said to be conducting with Britain, France, and Germany.

H.M. sloop *Algerine*, Comdr. Rowland Nugent, is en route to Hongkong from the Straits.

The annual general meeting of the Hongkong Football Club will be held in the Cricket Pavilion, this afternoon, at five o'clock.

The official enquiries into the recent fatal house collapses will be opened to-day, at the Magistracy, before Mr. F. A. Hazeland, Police Magistrate.

It is officially announced that the Coronation Contingent is expected to arrive on Tuesday next, and preparations are being made to welcome them back in suitable fashion.

Being of opinion that the best coinage work in China is done in Canton, Viceroy Yuan Shi-kai, owing to the lack of efficient workmen in the Northern mints, has written to the Canton authorities for a number of coiners.

In our report yesterday of the meeting of the Justices at which the King Edward Hotel licence was considered, we stated erroneously that Mr. H. L. Dennis appeared as representing the Government. Mr. Dennis was instructing Mr. Sharp, K.C., for the applicant. Mr. Siedo, the counsel for the opposition, was instructed by Mr. Deacon.

Some of the Hongkong papers call attention to the fact that arms and ammunition are being smuggled into South China, says the Shanghai Union. The Shanghai authorities might do worse than watch the movements of a certain small sailing vessel which occasionally comes into the lower Yangtze from the South. She is manned entirely by white men.

M. Droze, Consul-General for the Netherlands in South China, yesterday informed us that ships or vessels arriving in Netherlands India from Hongkong are no longer subject to quarantine, the port of Hongkong being declared to be no longer infested with plague. The prohibition of importation of some articles is also cancelled so that all goods can now be imported into Netherlands India.

A gentleman recently returned from Szechuen, where he had been extensively travelling for three months, told the *Union* that he saw no signs of hostility against foreigners. He went from Ichang to the borders of Shensi. It seems, therefore, that it is not the whole of the province which is in a ferment. It is well to mention, however, that he was accompanied by two officials and a guard of soldiers; the latter being armed with umbrellas only. He felt so secure that he carried no weapons himself.

The Governor's flag at the Peak residence is to be hoisted not on the house itself, but on the small eminence adjoining. In this connection, it may be interesting to state what the design of the Governor's flag is, as several enquiries respecting it have been made of late. The groundwork is the Union Jack; in the centre is a wreath of laurels enclosing the Hongkong emblem—a pictorial representation of the Island and the Harbour with a sailing ship and a junk, and on the fore-shore a group of merchants, two Chipamen and a European, bargaining over some bales of merchandise.

The "sail clay" *Suggin* is how a Manila paper describes the natal cottage of Scotland's bard. Shades of Burns!

It is reported that the miracles of the early days of Buddhism are being repeated in the Bassein district of Burma!

The German gunboat *Tiger*, just arrived from Foochow, was the only man-of-war in Amoy harbour on the 20th inst.

The Hon. Colonel and Mrs. R. H. Bartie have taken up their residence at the Governor's old Peak house, "The Cliffs."

A company has been formed at New York with a capital of \$1,000,000 (about £200,000) to compress wines and spirits into tablets.

Two Calcutta journalists, Messrs. J. K. Guest, of the *Indian Daily News*, and S. J. Herbelet, of the *Englishman*, recently died within a week.

Mr. Chamberlain has asked the Board of Education to report on the scheme proposed by Lord Meath for an Empire holiday in the State Schools on Queen Victoria's Birthday (May 24).

The rumour that Mr. Reitz was coming to settle in Sumatra is apparently untrue, for he himself is reported to have stated that he and his brother are going to settle in Western Australia.

The Australians won their match at Harrogate v. the Players of England on the 3rd inst. by an innings and 47 runs. Victor Trumper made his tenth century of the season during the game.

H.M.S. *Albion*, with Rear-Admiral Harry C. Grenfell on board, arrived at Wooming on the 19th inst. Admiral Grenfell will change his flag to the *Edipus* and pay a visit to the Yangtze ports. The *Albion* was to remain at Wooming till the next spring tide.

Justice Horace Gray, one of the most distinguished members of the Supreme Court of the United States, is dead. He died from paralysis. Justice Gray was born in 1828, and appointed to the Supreme Bench in 1881, by President Cleveland.

The Nippon Yusen Kaisha inform us that, according to telegraphic advices just to hand from Japan, the steamer *Riojun Maru* (American Line), which recently grounded on Quelpert Island, has had all necessary repairs executed at Kobe and will leave that port for Seattle, via Yokohama, on the 8th prox., carrying with her the same cargo as was originally shipped in her.

Lieutenant Morris, U.S.N., of the cruiser *Olympia*, committed suicide by shooting himself through the head. His friends attribute the rash act to continual brooding over the belief, generally expressed, that the cause of the wrecking of the battleship *Maine* in Havana harbour was due to defective electrical wiring, the blame falling upon the assistant engineer in charge.

While the U.S. naval manoeuvres were in progress at the end of last month Rear-Admiral E. J. Higginson, commanding the North Atlantic Squadron, entered Newport, the society resort, in order to receive the Duchess of Marlborough, the Vanderbilt, and the Astors. The captains of the vessels of the squadron protested against the delay and refused to attend the reception. The Americans were indignant at the action of Rear-Admiral Higginson.

The *Times* quotes the following from the issue of the 20th August, 1902:—The French papers have declared war against the liberty of our Press, and against the modesty of our women. Nothing is more natural—their women are free, and their Press enslaved. If we were to invert these things we should be almost like them, and numbers would have a chance. It is the boast of England (to borrow the expression of a powerful writer) that she opposes "her moral greatness to the natural superiority of France."

On the 2nd inst. President Roosevelt, speaking at Worcester (Massachusetts), declared that only a quick or an enemy of the United States Republic would recklessly destroy all the Trusts, thereby paralyzing the industries of the country. It would, he considered, be sufficient if national legislation destroyed the evil which exists in the Trusts. Nevertheless the *New York Herald* says that the establishment of the gigantic meat trust has been postponed on account of the attacks made upon trusts by President Roosevelt.

The *Se Pao* hears from Hupsh that the southern section of the Lu-han Railway is from Siu-yang to Hankow, a distance of 132 li, and the train ran for the first time over the line on the 2nd inst. There are three wayside stations between the two places and new trains run regularly once a day. From Hankow the train starts at 6.10 a.m. and reaches Siu-yang at 3.27 p.m., the trip taking nine hours and thirty-seven minutes, while the return train starts out of Siu-yang at 5.50 a.m. and reaches Hankow at 3.10 p.m.

A despatch dated Calcutta, 7th September, says:—Every possible precaution is being taken to prevent the employment in future military expeditions of the useful but now tabooed, soft-nosed bullet. A notification in General Orders reminds Commanding Officers that they are responsible for seeing that only ammunition from Government arsenals is taken on service, and states that officers using "303" rifles for sporting purposes may import only up to two hundred cartridges annually for the same and will be required to obtain licenses.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## FAR EASTERN AFFAIRS.

[FROM OUR CORRESPONDENT.]

TAIPEI, FORMOSA, 24th Sept., 10 p.m.

## VOLCANIC ERUPTION IN FORMOSA.

Mount Rigny in South Formosa has had a slight eruption since the 20th instant. Fields have been damaged, but no loss of life is reported.

## REUTER'S SERVICE.

LONDON, 22nd September.

## BELGIAN QUEEN'S DEATH—KING'S HARSH CONDUCT.

King Leopold of Belgium, immediately he arrived at Spa yesterday, insisted on the Princess Stephanie, now Countess Lónyay, leaving the Royal villa, and she thereupon left for Brussels, weeping bitterly. News of the incident preceded her, and an immense crowd met the Princess at the railway station. Every head being bowed, whilst cries of "Vive la Princesse Stephanie" were heard on all sides.

[The Princess Stephanie is the second daughter of King Leopold and the late Queen. She was born on the 21st May, 1884, and in 1881 married the late Crown Prince Rudolf, son of the Emperor Francis Joseph and heir to the Austro-Hungarian throne. By the latter's tragic suicide in January, 1889, she became a widow. Her re-marriage next year to Count Elemor of Lónyay de Nagy Lónyay was strongly opposed by her father, a fact which serves to explain the present incident. The Princess Stephanie has one daughter by her first husband, the Archduchess Elizabeth, who is married to Prince Otto von Windischgrätz. Ed. D.P.]

## OBITUARY.

Rear-Admiral Watson has died at Malta, of pneumonia.

## RUSSIA AND TURKEY.

The *Standard* states that an Trade has been issued by the Porte authorising the passage through the Dardanelles of four Russian torpedo-boats at intervals of twenty-four hours, the vessels to sail under a commercial flag, carrying no ammunition, nor naval crews.

LONDON, 22nd September.

## WIRELESS TELEGRAPHY.

At the instance of Germany, an international conference will be held in October with a view to the arrangement of an international agreement for the purpose of framing rules in connection with wireless telegraphy similar to the International Telegraph Convention.

## PRINCESS STEPHANIE RETURNS TO ENGLAND.

Princess Stephanie of Belgium has left Brussels on her return to England amid renewed demonstrations of sympathy. She denied having been the cause of the same between herself and King Leopold at the Royal villa at Spa, though the latter intimated that he did not desire her presence there.

## FUNERAL OF QUEEN OF BELGIANS.

Impressive funeral services were held this afternoon at Spa, and at Lachen near Brussels. The late Queen's remains have been conveyed from Spa to the crypt in the church at Lachen in the presence of enormous crowds.

## THE SERVANT PROBLEM IN THE PHILIPPINES.

In an article on the above subject the *Manila Times* has the following:—

Owing to the heedless extravagance of army officers and others in employing Chinese and native help, the wages of these have gone up so enormously as to become almost prohibitive to those whose household expenses are run on a small and economical scale. Cooks, who formerly were well satisfied with twenty and twenty-five pesos a month, now demand all the way from forty to sixty and seventy, and even then their services are given grudgingly and arrogantly. They, and not their employers, are the masters.

In Hongkong and elsewhere in the East good Chinese cooks may be had for fifteen pesos a month, and boys to wait at table and do chores about house at from five to ten pesos a month.

It seems that here in Manila the women who have to do with the Chinese cook and Filipino servants are almost at their wits' end by the independence of the one and the laziness of the other. Various plans have been talked over in a half-hearted and ineffectual way, but nothing practical has resulted. Some have proposed that a standard scale of wages be arranged and strictly adhered to by all American employers of such help, but it has been realised that, as was the case with a former effort, this could hardly be successfully carried out.

For ourselves, we see no other solution to the problem than some form of registration such as we urged a few days ago. This method has been adopted not only throughout the East but also in several places in Europe, notably in France and Germany. Whether or not we shall have such a system rests largely if not entirely, in the hands of the women themselves. If they care to organise, we believe, that something practical can be devised and put into effect.

## THE "ZAFIRO" MYSTERY.

Regarding the alleged theft of a box containing \$50,000 gold from the strong-room of this steamship prior to or during her last voyage to Manila, the theory is gaining ground in the Colony that the bullion was never shipped at all. This has been the position taken-up from the beginning by the China & Manila Steamship Company, which has lawyers and detectives actively engaged in the probing of the mystery; and until all the details are made clear, the matter to the lay mind must appear as confused and inexplicable as ever, and natural public curiosity can expend itself only in the hazarding of conjectures. So far as can be gathered, however, there seems as much ground for the theory that the gold was never shipped on the *Zafiro* as for the contention that it was actually placed on board and signed for. Altogether, the incident is best described as a mystery, and its elucidation will be watched with interest.

Yesterday afternoon a representative of this paper called on Man Loong, of the At Tee shop in Lee Yuen Lane East, who claims to have shipped the money, and asked him a few pertinent questions. Man Loong was positive that the bullion went on board the *Zafiro*; he took it there himself, he said.

"People in the Colony are saying that the money never was shipped," he was told.

"Oh," throwing out his hands and shrugging his shoulders, "I guess people talk. I can't help."

"Who took the money on board?"

"I did. I pay first office or second office—I don't know—'as' he makes sign check. He looks seals belong all people, then lock box up in safe."

In reply to other questions, Man Loong said he took the box on board at ten o'clock on the morning of the day the ship sailed, which she did, he added, at four o'clock. With the exception of \$500 American silver currency, the money was in notes—United States "greenbacks"—and the box in which it was secured was, roughly, two feet long and one foot deep. The signed receipt he received in exchange he was not now in possession of, having sent it to Shewan, Tomes & Co., who, he explained, wanted it for the making out of the ship's bill of lading. The box was sealed in Man Loong's shop, and was never once opened, the first or second officer, as Man Loong has already stated, simply satisfying himself that the seals were intact before locking it up in the safe. Man Loong then left the ship. He stated in the interview that he had engaged a lawyer in Manila to fight his claim for the restitution of the money.

## ALLEGED MURDER.

The police report that at seven o'clock on Tuesday morning a lad of 18, named Cheung See, was admitted to hospital suffering from a fractured spleen, and died at two o'clock in the afternoon of the same day. Before he expired, he stated that he had been assaulted by a man who engaged him to lead cattle. No arrests had been made up till noon yesterday, but the capture of the alleged murderer was confidently anticipated.

## THE SEAM-LAUNCH "CONCHA".

The small steam-launch *Concha*, formerly called the *Lee Kwan*, which arrived at Manila from Hongkong on the 15th inst., was the thirty-first boat which Captain Parker, the veteran China coast skipper, had taken over from this port. Captain Parker reported good weather after he left, although he was obliged to lie two days in Typhoon Bay, just out of the Lyonnais Pass, waiting for better weather. The *Concha* is practically a new boat, 71 feet long, 14 feet 6 inches beam and 7 feet hold. She is guaranteed to make 11 knots. Her owner is Sonog Antonio V. Valencia of Manila, and the boat will be stationed at Cadzanan on the east coast of Luzon near the San Bernardino straits.

## A FRENCH CONSUL'S NARROW ESCAPE.

One day last week while M. de Borard, the French Consul at Manila, was returning on a launch from the French cruiser *Koradent*, the launch collided with a cargo, which was being towed through the Engineer Island canal, and was upset. One of the sailors on the ship's launch grasped the Consul-General and practically saved the life of the distinguished representative of the French Republic. Happily, Mr. Chase, on board the little launch *Marja*, of the Customs Service, was coming in from the bay and saw the disaster. He soon had all the shipwrecked people on his boat and a few moments later they were landed at the Harbour Master's jetty. The way the Consul-General shook the hand of the sailor did one's heart good to see, says the *Manila Times*.

## THE NEILL-FRAWLEY COMPANY.

Preparations for the production of *Secret Service* at the Theatre Royal on Tuesday evening next by the Neill-Frawley Company, who are expected here on Monday per the *a.s. Korea*, are being pushed forward, and there is every indication that the performance will be a great success. The bookings are being well taken up and those desirous of being present at the inauguration of the theatrical season in Hongkong will be well advised to secure seats early. The cast for *Secret Service* will be as follows:—Messrs. Daniel Fawley, Jack Amory, Gardner Crane, Jeffrey Williams, Arthur Garrells, Wallace Shaw, Robert McGreor, Chauncey Southern, J. F. Wade, Herbert Ashton, and Roy Stephenson; Misses Mary Van Buren, Adele Nott, Elizabeth Stewart, Eva Dennison, Christine Hill, and Mrs. Gardner Crane. Tickets are now sold at the Robinson Piano Co.

## CORRESPONDENCE.

We do not hold ourselves responsible for the opinions expressed by our correspondents.

## THE SYSTEM OF VOTING BY PROXY.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—With reference to the difference between the shareholders and some of the directors of the Hongkong and Whampoa Dock Co., Ltd., as the meeting has been postponed, to give absent shareholders an opportunity of expressing their opinions on the question at issue, it would, I think, be interesting if you could find space to reproduce the remarks of that eminent authority Mr. Herbert Spencer on the subject of voting by proxy. In his essay on the Reform of Company Law, he writes:—

One more evil, greater even than those above described, remains. This is the system of voting by proxy. At originally devised, a proxy was a means of enabling one who could not attend a meeting, but had reasons for voting with or against some proposal, to register his vote by the agency of a person with whom he was in agreement, or on whose judgment he could rely. It was never intended to be a surrenders of judgment on all and every matter into the hands of some one, usually unknown, who might or might not be an unscrupulous adventurer. Into this, however, the system has grown. On receiving from the secretary a form duly stamped and issued at the cost of the company, and naming the chairman, or if not, some alternative director, or if not, another director, as one or as his proxy, the ordinary shareholder, instead of throwing it into the fire or water, as he should, has taken himself bound to sign it, filled up in favour of one or other of those named—in a manner suggesting obligation that he must do something with it in the manner suggested. If asked his reason for thus giving to an unknown person power to decide an unknown matter, he replies that the directors' interests are the same as his, and that they know more about the company's affairs than he does. As I have pointed out in the essay above named, and have there conclusively shown by facts, this supposed unity of interests often does not exist, and I have above further proved this: the interests of directors may be in sundry ways at variance with those of proprietors. The effect of this proxy-system as now developed is to give directors uncontrolled power. The shareholders who have unquestioning faith in the governing body are so numerous, that their votes overwhelm the votes of those who attend the meetings, and either silence or gain insight into them during the proceedings. In the hands of interested manipulators, the ignorance of the many is used to extinguish the knowledge of the few. And then, naming the large number of proxies they have received, the directors tacitly boast of the confidence placed in them and the implied justification of their policy. The last and most striking illustration of this which I have observed, was furnished by a meeting of the London and Globe Finance Corporation, reported in the *Times* for January 10, 1901:—a company the transactions of which had been, and were then, under grave suspicion. But the infatuated shareholders did not waver, as was shown by the following statement of the managing director and secretary:—

"Mr. Whitaker Wright, in accordance with the motion, stated that the directors had received proxies for nearly 1,000,000 shares in the company (cheques) proxies lodged in opposition amounted to 26,394 shares, and proxies representing 4,887 shares had come in too late. This showed the view of the shareholders."

The worth of this boasted confidence may be judged by the fact that the company is now in course of liquidation under an order of the Court.

But the proxy-system does more than enable directors to carry out schemes that are at variance with the interests of the shareholders; it also makes the board an inflexible oligarchy. In a case which I have in mind (being a shareholder), the chairman triumphantly specified the great number of proxies in their hands which they had used for the re-election of a director whose place had, in the ordinary routine, been vacated. What corollary is to be drawn? Spite of opposition, the board as a whole may, by the use of proxies sent to its members, insure the election of any one of their number who is about to retire, or, worse, the chairman, in whose favour the great mass of the proxies are made out; is enabled, when any member of the board becomes disagreeably recalcitrant—a "grain of salt"—who unexpectedly proves to have a will of his own—to use his proxies in favour of some new candidate whom he has picked out. Thus the representative government of a company is reduced to a farce. The board becomes first an oligarchy and then an autocracy. Yours, etc.,

## REFORM.

## KING EDWARD HOTEL.

HONGKONG, 24th September, 1902.

SIR,—In your to-day's paper it is stated that a Mr. J. H. Cox was present at the meeting of the Justices of the Peace on the afternoon of the 23rd instant, re the application for a publican's license for No. 8, Des Vœux Road, under the sign of "King Edward Hotel." I beg to inform you that I was not there. Yours, etc.,

JAMES H. COX.

## A PARSEE DEPUTATION.

A deputation of Parsee residents in London, consisting of Sir Jamsetjee Jejeebhoy, Bart., the head of all the Parsees, Sir M. B. Bhownagore, M.P., Mr. D. Naoroji, Mr. D. B. Bomanji, Mr. N. J. Mulla, Dr. S. A. Kapadia, and about twelve other gentlemen, waited on the Shah, at Marlborough House, London, on the 21st ult. before His Majesty's new levée officers. Sir M. B. Bhownagore was having in a brief speech mentioned the objects of the deputation. Sir Jamsetjee, in a few words, delivered addresses read out by the Parsees of Bombay and of Persia, expressing gratitude for the kind treatment the latter experienced under His Majesty's rule. A similar address was presented to the Grand Vizier.

His Majesty, in reply, assured the deputation that the welfare of his Parsee subjects would always be his care, and that his levée officers were enjoined to treat them with justice and consideration. He also recalled the fact that a similar deputation waited on him two years ago at Oxford, and he expressed much pleasure at renewing their acquaintance.

The Grand Vizier, having expressed equally measuring views, Mr. D. Naoroji thanked His Majesty for his gracious reception, and the deputation withdrew.











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## A DISTINGUISHED CHINAMAN.

As so many of China's high political positions,  
both at home and abroad, are filled by men who  
have paid well for them, it is interesting to note  
another striking example of a man whose fitness  
demands recognition, wrote *Life* of the 8th  
August. Taotai Lew Yuk Lun, who assumed  
his duties on the 1st of January, as China's  
first representative at Belgium's capital is a  
young diplomat of force and ability.

To the United States belongs the credit of his  
education. At the age of eleven he passed a  
stiff examination, and was sent with others in  
the early seventies, to America, to be educated.  
The first years were passed at Winsted, Conn.,  
where he fitted for Phillips-Andover. He gradu-  
ated with the class of 1881, and then went to  
New York for a special course in telegraphy, at  
the close of which he was recalled. He entered  
the Imperial Telegraph Service at Tientsin,  
where Li Hung-chang recognised his capabili-  
ties and soon appointed him as tutor to the  
family at Wuhu. From there the Viceroy  
secured him the appointment, at 22, to the New  
York consulate, where he proved himself as  
able and as useful in the consular service as  
Taotai Wu has done in the ministerial. In  
1894 he was advanced to Consul-General at Sin-  
gapore where he remained three years, and was  
known for his able conduct of Straits affairs,  
and integrity of purpose. An appointment as  
Secretary to the Chinese Legation at St.  
James's Court followed and this he held until  
his resignation in September, 1900. His  
present appointment as *Charge d'Affaires* at  
Belgium follows close upon his refusal to  
accept the administration of the affairs of Nan-  
king University; it is of little political  
significance; the business of the Belgium railroad  
concession from Chungking to Hankow, and of  
the workmen employed in the iron and steel  
works at the latter place requires the opening  
of a legation at Brussels. In recognition of  
merit and reward of service he has received  
honours and decorations at home and abroad.  
Rapid promotion has followed from the ninth  
rank to the fourth, with the title of Taotai, and  
bracket second rank, which is equivalent to  
governor. He is now in the same grade with  
Minister Wu. In 1897 he received the Russian  
decoration of St. Stanislaus from the Tsar; at  
that time he was a member of the suite of  
Ambassador Chang Yen Hoon, who represented  
China at the late Queen's jubilee.

The Taotai is a genial man with a hearty  
laugh. He is tall and well proportioned, with  
athletic shoulders, on which sits a good head  
with a pleasant face. He speaks English with  
as much ease as if it were his native tongue,  
and his French is not bad. A fund of shrewd  
observations and intelligent information make  
his society eminently pleasurable. Coupled  
with the diplomatic tact of his race and  
profession he possesses a broad and well  
balanced mind.

As a man of refined tastes and a home-lover,  
he has surrounded himself and his house at  
Macao with the best that he can afford in art;  
about the place are many fine gilt vases, potted  
or filled with the choicest of flowers; and in his  
study hangs a beautiful Albin mandolin, over  
which his hands wander occasionally as he tries  
to recall the past.

He is a lover of outdoor sports; always on  
hand for baseball or football, but most of all he  
delights in defeating his foreign friend at  
tennis. In Singapore he was champion of the  
Chinese club. His participation in athletics is  
a radical departure from the custom of Chinese  
officials. Not long ago a friend from the  
North, finding him on the ball-field, remarked:  
"Well, I never thought that I would see a  
Taotai playing baseball." Speaking of exercise  
he says: "I cannot do good work without it."

Education and Christianity have in him a  
champion. In a recent interview he said: "I  
say emphatically that the educational system  
of the West must become the salvation of  
China," and the process ought to begin with  
the royal family. Education must go hand in  
hand with a strong moral code in China, and  
as many evidences of the weakness of a mere  
moral code can be adduced, I question the  
efficacy of anything but the power of  
Christianity. Given education and Christiani-  
ty, China will out-distance Japan, moral  
force being the lever of all true progress."

He enforces his argument by being an ardent  
student himself, by filling his library with the  
best books of reference and political science,  
and by sending the young men of his family to  
the Christian College, and American institution  
at Canton where the truth and Western science  
in English are taught. When asked his opinion

of missionary labour and its value he said, "It  
is irrefragable. The proofs are everywhere.  
Whenever I hear a man scoff at missionaries  
and their work, I know that he has not studied  
the subject, and I advise him to do so before  
venturing to hazard an opinion." The Taotai  
proved himself a real friend to the missionaries  
who fled from Canton in the summer of 1900.  
Some of the refugees who could not find room  
in Macao at that time were received by him and  
hospitably granted the use of a part of his house.

"Taotai Lew's freedom with all classes calls  
forth the criticism 'too democratic,' from  
officialdom. As a member of the Liberal party,  
not the Reform party, he has shown himself,  
wherever he has had a free hand, an advocate  
of reform. He has been instrumental in  
making recent improvements in the currency.  
Against idolatry, polygamy, foot-binding, and  
opium-smoking he speaks in the plainest terms.  
Idolatry and opium-smoking have no place in  
his life or in the education of his children; and  
his happy family of three youngsters and one  
wife is a blow to polygamy. His disapproval of  
foot-binding led Mrs. Lew to unbind her own,  
and to give her children the painless use of  
their feet. Another radical tendency towards  
reform in family life, is his anti-sectarian  
attitude on the social relations of his wife to, at  
least, foreign circles.

China, concludes *Life* is now looking for men  
who are qualified to carry her through these  
trying times, "save her face," and then unify  
and strengthen her against greedy enemies; in  
Taotai Lew she has found one of them.

## LOSSES IN MODERN WAR.

We are continually hearing of the compara-  
tively small losses in modern war; but only now  
the complete returns from South Africa are  
available can we make any comparison between  
the casualties of battle in these days of small  
bore rifles and smokeless powder, and the  
casualties inflicted by Brown Bess and the  
needle gun. It is a comparison, of course,  
which should not be pushed too far. The most  
prominent characteristics of the recent war  
were the absence of pitched battles and the  
wide area over which desultory fighting  
extended. These do not yield a fair basis for  
comparison with campaigns which included  
such holocausts as Eylau, Gettysburg, and the  
third attack on Plevna; and the next big battle  
forth may modify some of the extreme  
theories formulated on South African ex-  
periences. But so far as they go, the figures  
are instructive, and strongly support the  
contention that the reduction of the casualty  
list which followed the introduction of the  
breach-loader has been accounted for by the  
advant of corollary and the Lee-Metford. The  
total British casualties in South Africa were  
44,771, and assuming that the general total  
of all arms was 250,000, the proportion of  
killed, wounded and deaths by disease was  
one-fifth. No details having been furnished  
as to the Boer losses in wounded and from  
disease, it is impossible to set forth the propo-  
tion of their total casualties bear to the number  
engaged. It has been asserted that they were  
relatively smaller than the British, and this  
may be accepted as correct. Certainly disease  
did not ravage their ranks to anything like the  
same extent, and from this cause alone we lost  
over 13,000 lives. On the battlefield the Boer  
losses were heavier than our own; out of an  
estimated 75,000, they lost 37,000, or one-  
twentieth, whilst we out of 250,000 lost 7,792,  
a proportion of one-thirty-second. The out-  
standing facts in the British figures are the  
high ratio of officers to men who were killed in  
action or died of wounds, and the high ratio of  
men to officers who died of disease. Of those  
killed in action there seems to have been one  
officer to 1015 men, whilst among those who  
died of wounds there was one officer to 1134  
men; but amongst those who died of disease  
there was only one officer to 385 men.

Unfortunately the returns available are not  
sufficiently exact to enable us to compare the  
figures very closely with those of the great wars  
of the past century. But in the Crimea we lost  
nearly four-sevenths of the total force engaged,  
and 17,615 men from disease out of the little  
army of 55,000. In the American Civil War—  
which in its origin had many points in common  
with that of South Africa—the Federal  
casualties were 474,116, and the Confederates  
lost 279,296, without including the deaths from  
disease. The struggle with France cost Ger-  
many 123,610 officers and men, and France  
230,000. The true extent of the losses incurred  
by either side in the war of 1877-78 between  
Russia and Turkey will never be made known,  
but in the siege of Plevna, Russia and Romania

lost 65,000 men—considerably more than our  
total casualties in South Africa—and the Turks  
30,000. The desperate fighting in the Shipka  
Pass is computed to have resulted in the loss of  
30,000 Russians and 50,000 Turks. The  
casualty list of Japan in the one-sided war with  
China was greater than ours in the recent  
campaign. It is when we turn to the slaughter  
in the historic battles of the nineteenth century  
that the difference is most marked. At Eylau  
and Borodino one-third of the combatants fell,  
and at Marengo and Waterloo one-fourth. In  
the period of breach-loaders, it is true that  
one-fifth of those engaged in the third battle of  
Plevna were disabled, but the circumstances  
were exceptional; at Gravelotte the proportion  
was one-tenth. Set against these bloody figures  
the losses in the only two pitched battles of the  
late war—Colenso and Paardeberg—were  
insignificant. The British casualties at Colenso  
were but one-eighth, and as those of the  
Boers were trifling, if the complete figures  
were given they would be far lower. At  
Paardeberg the casualties on both sides were  
only one-twenty-third. The stiff series of  
actions round Spion Kop were more deadly,  
placing one-eleventh of the British force engaged  
hors de combat. Though the statistics so far  
as they go may be accepted as evidence of the  
diminished mortality in war, it is most unwise  
to dogmatise upon them. In no case was the  
attack pressed home; in no case did the enemy  
contemplate a counter attack. Whether the  
next great war will prove equally innocuous  
depends largely upon when it comes. Should  
France or Germany be actively engaged before  
they have assimilated the lessons of South  
Africa, and as in manoeuvres, throw immense  
masses of infantry at unshaken riflemen, there  
will be slaughter compared with which that  
at Eylau was nothing.—*Times* of India.

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THE FRENCH IN TONKIN  
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BY ALFRED CUNNINGHAM.

Price, . . . \$3.

1 MAP; 60 ILLUSTRATIONS.

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Hongkong, 22nd August, 1902. [2557]

GOVERNMENT GENERAL OF  
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THE  
HANOI  
EXPOSITION

WILL BE OPENED ON

3RD NOVEMBER, 1902.

THE Exposition, which is situated close to  
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prise a GRAND PALACE and MAGNIFI-  
CENT BUILDINGS, containing Artistic,  
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Productions of the greatest variety from  
France and her Colonies (1st section); French  
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Netherlands India, British India, Straits  
Settlements, Burma, &c. (3rd section).

THE WEATHER in TONKIN during the  
months of November, December, January, and  
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compared to a winter at Nice.

The GALLERY OF FINE ARTS will  
contain more than 500 Pictures, and will be  
organised under the Direction of the Inspec-  
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SPECIAL EXCURSIONS by Railways  
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Indo-China (Cochin-China, Tonkin, Laos, Cam-  
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Dances, &c. will be provided.

REDUCED PRICES will be charged by  
all Steamship Lines running to Haiphong,  
from whence Hanoi may be reached in a few  
hours by Railway or Steamer.

NUMEROUS First-Class HOTELS and  
CAFES assure every accommodation to visitors  
at moderate prices.

For FURTHER INFORMATION apply to  
the French Consulates in the Far East.  
P. THOMÉ,  
Commissaire-Général de l'Exposition,  
de Hanoi.

Hongkong, 1st July, 1902. [1890]

DAVID CORSE & SONS  
MERCHANT NAVY  
NAVY BOILER  
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RELIANCE CROWN  
TAPPALENG  
ARNHOLD, KARBURG & CO.  
Sole Agents.

Hongkong, 1st July, 1902. [1890]

HONGKONG HOCKEY CLUB.

NOTICE IS HEREBY GIVEN that the  
ANNUAL GENERAL MEETING of the  
club will be held in the CRICKET  
PAVILION, on TUESDAY, the 3rd inst.,  
at 5.15 p.m.

J. HOOPER,  
H. U. Secretary. [2524]

A NEW MAGAZINE  
(To be Published Quarterly)  
"THE EAST OF ASIA."

JUST ISSUED!

CONTAINING Articles of Special Interest,  
Profusely Illustrated, is descriptive of the  
People, Customs, &c. of the Far East.  
Price 81.50.  
At Messrs. KELLY & WALSH, LD.,  
Hongkong, 6th March, 1902. [719]

HONGKONG ST. ANDREW'S  
SOCIETY.

THE ANNUAL GENERAL MEETING  
for the purpose of receiving the Report  
of the Committee and Statement of Accounts  
for the past year, Electing a Committee for  
the ensuing year, and for the transaction of  
general business, will be held in the CITY  
HALL, on the 29th September, at 5.30 p.m.  
DAVID WOOD,  
Hon. Secretary. [2521]

HONGKONG HOCKEY CLUB.

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Hongkong, 6th March, 1902. [719]

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[1205-3]

SMITH PREMIER  
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WM. MEYERHOLZ & CO.,  
Sole Agents,  
Hongkong, 16th September, 1902. [2464]

## CARTRIDGES.

JOEL'S SPORTING BALLISTITE.  
Absolutely Smokeless and Water-Resisting  
THE BEST NITRO-POWER IN THE WORLD.  
Price—12-BORE CARTRIDGES—  
Loaded with With Powder only, and 1 oz. of Shot.  
Primrose Cases . . . \$8.25 \$6.00  
Papaumuk Cases . . . 6.85 8.00  
Ejector Brass Cases, 7.50 9.25  
5 per cent. discount on orders of 1,000 and over.  
Apply to— WM. SCHMIDT & CO.,  
Guns makers, Hongkong.

Hongkong, 3rd July, 1902. [1839]

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JEWELLERY, DIAMONDS, PEARLS,  
PRECIOUS STONES, FURS, IVORY  
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Wholesale and Retail. Prices very moderate.  
No. 39, QUEEN'S ROAD CENTRAL  
(Opposite Messrs. C. J. GARDNER & CO.)  
Hongkong, 2nd June, 1902. [155]

## H. F. CARMICHAEL

CONSULTING ENGINEER,  
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TELEGRAMS: "CARMICHAEL," HONGKONG.  
A B C Code, 4th Edition.  
A.I. Code.  
Lieber's Standard Code.  
TELEPHONE, 232.  
Hongkong, 21st June 1901. [1127]

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with the leading MILLS at PORT-  
LAND and PUGET SOUND, are always pre-  
pared to look orders for any specification at  
LOWEST RATES.

SIEMSEN & CO.  
Hongkong, 14th February, 1901. [66]

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PHOTOGRAPHY in all its branches.  
Groups and Interiors a Specialty.  
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TOI STORIES, 41 & 43, QUEEN'S  
ROAD CENTRAL, Hongkong.  
Hongkong, 22nd April, 1902. [1191]

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## OCEAN STEAM SHIP COMPANY, LD.

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FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"MENELAUS"	On 1st October.
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 10th October.
GLASGOW and LIVERPOOL	"DEUCALION"	On 16th October.
GLASGOW and LIVERPOOL	"PATROCLOS"	On 24th October.
GLASGOW and LIVERPOOL	"STENTOR"	On 30th October.
HOMEWARDS.		
TO	STEAMERS	DATE
LONDON	"DIOMED"	On 30th September.
LONDON	"NESTOR"	On 14th October.
LONDON	"ACHILLES"	On 28th October.
LONDON	"MENELAUS"	On 11th November.
LONDON	"AGAMEMNON"	On 25th November.
LIVERPOOL Direct	"MACHAON"	On 20th October.

For Freight, apply to  
**BUTTERFIELD & SWIRE,**  
AGENTS.

Hongkong 18th September, 1902.

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LD.

OUTWARDS.		
FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"HYSON"	On 2nd October.

## TRANS-PACIFIC SERVICE.

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VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA NAGASAKI, KOBE & YOKOHAMA	"HYSON"	On 2nd October.

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Hongkong, 24th September, 1902.

## CHINA NAVIGATION CO., LIMITED.

FOR		
TO	STEAMERS	DATE
SHANGHAI	"HANYANG"	On 24th September.
CEBU and LOILO	"KAIPOING"	On 24th September.
AMOI, SAMARANG and SOERABAYA	"NANCHANG"	On 27th September.
PORT DARWIN, TUESDAY		
ISLAND COAST TOWNS, CAIRNS		
TOWNSVILLE, BRISBANE	"CHINGTU"	On 29th September.
SYDNEY and MELBOURNE		
TIENSIEN	"HUPEH"	On 30th September.
KOBE	"TAIYUAN"	On 4th October.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. See Special Advertisement.

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**BUTTERFIELD & SWIRE,**  
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Hongkong, 24th September, 1902.

## OSAKA SHOSHEN KAISHA.

## PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR		
TO	STEAMERS	DATE
TAMU, via SWATOW	"DAIJI MARU"	SUNDAY, 28th September.
AND AMOI	"DAIJI MARU"	SUNDAY, 5th October.
TAMU, via SWATOW	"DAIJI MARU"	SUNDAY, 5th October.
AND AMOI	"DAIJI MARU"	SUNDAY, 5th October.
ANPING, via SWATOW	"MAIDZURU MARU"	WEDNESDAY, 1st October.
AND AMOI	"MAIDZURU MARU"	WEDNESDAY, 1st October.
FOOCHOW, via SWATOW	"ANPING MARU"	WEDNESDAY, 8th October.
AND AMOI	"ANPING MARU"	WEDNESDAY, 8th October.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried. All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class of Lloyd's. Steamers will go alongside the Co.'s Piers at the Customs' water-front premises at Tsimshui. By the Co.'s steamers for Shanghai, through Bills of Lading are issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the Nippon Yusen Kaisha's steamers from Shanghai.

For Freight, Passage, and further information, apply to Company's local Branch Office at No. 2, Des Voeux Road Central.

Hongkong, 24th September, 1902.

T. ABIMA, Manager.

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERMAN GULF, CONTINENTAL AND AMERICAN PORTS.

**THE Steamship**  
"BENGAL"  
Captain A. L. Valentini carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 27th September, at Noon, taking passengers and cargo for the above ports.  
Silk and Valuable, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further particulars, apply to  
E. A. HEWITT,  
Superintendent.

Hongkong, 18th September, 1902.

## EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Calling at TIDRUM, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

**THE Steamship**  
"EASTERN"  
Captain Ellis, will be despatched as above on TUESDAY, the 2nd October, at Noon. This steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which enables the supply of Fresh Provisions, &c., throughout the voyage.  
This Steamer is installed throughout with the Electric Light.  
A Stewardess and a duly qualified Surgeon are carried.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & CO.,  
Agents.

Hongkong, 5th September, 1902.

[2389] [2390]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

**THE Company's Steamship**  
"YUENSANG"  
Captain P. H. Rolfe, will be despatched as above on TUESDAY, the 30th inst., at 4 P.M. This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.  
For Freight or Passage, apply to  
JARDINE, MATHESON & CO.,  
General Managers.  
Hongkong, 24th September, 1902. [2346]

## THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

## FOR MANILA.

**THE Company's Steamship**  
"IUBI"  
Captain R. W. Almond, will be despatched for the above port on THURSDAY, the 2nd October, at 4 P.M.  
Highest-class Passenger Steamer, High powered, newest and most up to date on the run. All Accommodation unimpaired. Electric Light and all other modern improvements. A Surgeon is carried.  
For Freight or Passage, apply to  
SHEW, N. TOMES & CO.,  
General Managers.  
Hongkong, 24th September, 1902. [2342]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).  
PROPOSED SAILINGS FROM HONGKONG, 1902.

STEAMERS	DATE
"HILLOLEN"	On 2nd Oct.
"RICHMOND CASTLE"	On 12th Oct.
"LOFTIAN"	On 20th Oct.
"LOWTHER CASTLE"	On 30th Oct.
"BORDER KNIGHT"	On 15th Nov.
"ORONO"	To follow.
"CROYDON"	To follow.

For Freight and further information, apply to  
DODWELL & CO., LD.,  
Agents.

Hongkong, 24th September, 1902. [2342]

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

## NOTICE.

**STEAM FOR**  
SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEEN, ADEEN, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 6th October, 1902, at 1 P.M. the Company's Steamship "OCEANIC", Captain Rimes, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.  
This Steamer connects at COLOMBO with the s.s. *Armand Behar*, which vessel takes on her Passengers and Mails, leaving that port on the 18th October, direct to Suez, Port Said and Marseilles.  
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.  
Shipping Orders will be granted till Noon, Cargo will be received on board until 4 P.M., Specie and Parcels until 3 P.M., on the 6th October. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 23rd September, 1902. [2342]

## "GLEN" LINE OF STEAMSHIPS.

## FOR NEW YORK VIA SUEZ CANAL.

## THE Steamship

"GLENESK"  
Captain Rafferty, will be despatched as above on SATURDAY, the 11th October.  
For Freight or Passage, apply to  
MCGREGOR, PROSE & GOW,  
Agents.

Hongkong, 23rd September, 1902. [2332]

## STEAM FOR ODESSA.

## THE New Russian Steamer

"KNIAS GORTSCHAKOW"  
3,297 Tons Gross Register, will be despatched for ODESSA via PORTS OF CALL on or about 15th October.  
For Freight and further Particulars, apply to  
BRADLEY & CO.,  
Agents.

Hongkong, 15th September, 1902. [2341]

## NATAL LINE OF STEAMERS.

## THE Undermentioned GENERAL AGENTS

in CHINA and JAPAN for the above Line, are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with the INDIA-CHINA STEAM NAVIGATION CO.'S fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to  
DODWELL & CO., LIMITED,  
General Agents for China and Japan.  
Hongkong, 4th August, 1897.

## NOTICES TO CONSIGNEES.

## FROM CALCUTTA, PENANG AND SINGAPORE.

**THE Steamship**  
"CATHERINE APCAR"  
having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.  
Cargo impeding the discharge will be landed at once at Consignees' risk and expense.  
Cargo remaining on board after 2 P.M. of the 24th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.  
Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.  
No Fire Insurance will be effected.  
Bills of Lading will be countersigned by  
DAVID SASSOON & CO., LD.,  
Agents.

Hongkong, 22nd September, 1902. [2331]

## FROM HAMBURG, PENANG AND SINGAPORE.

## THE H.A.L. Steamship

"SEGOVIA"  
Captain Föck, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alongside.  
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, To-day, the 19th inst.  
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.  
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th inst., at 3 P.M.  
No Fire Insurance has been effected.

HAMBURG-AMERICA LINE,  
Hongkong Office.

Hongkong, 19th September, 1902. [2311]

## THE RUSSIAN EAST ASIATIC COMPANY, LIMITED.

## NOTICE TO CONSIGNEES.

## THE Steamship

"MANCHURIA"  
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.  
Consignees are required to sign a General Average Bond and make the necessary deposit for contribution to General Average before delivery of Cargo can be taken.  
Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M., To-morrow, 19th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 25th September will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 25th September at 9 A.M.

All claims must reach us before the 30th September, or they will not be recognized.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by the undersigned.

MELCHERS & CO.,  
Agents.

Hongkong, 18th September, 1902. [2303]

## CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

## CONSIGNEES per Company's Steamer

## "KAIHOW"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 20th instant.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 6th inst. will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 26th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 20th September, 1902. [2402]

## S.S. "SALAZIE"

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London, ex s.s. *Memphis*, from Bordeaux, ex s.s. *Ville de Aras*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before To-day, the 22nd instant, at 9 A.M., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after Monday, the 29th September, at 3 P.M., will be subject to rent and landing charges.

All claims must be sent in to us on or before the 29th September, or they will not be recognized.

All damaged packages will be examined on Monday, the 29th September, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 22nd September, 1902. [2342]

## OCEAN STEAMSHIP COMPANY.

## CONSIGNEES per Company's Steamer

## "ACHILLES"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will lie at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 23rd instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 29th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 29th inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 22nd September, 1902. [11]

## NOT FOR DEFTS.

## NEITHER THE CAPTAIN, THE AGENTS, nor the Owners, will be RESPONSIBLE for any DEFT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

ADOLPH OBISSE, Amr. barque, S. Amiesbury, Standard Oil Co.

ALLAS, American ship, McKay—Standard Oil Co.

ASTRAL, American ship, Danham—Standard Oil Co.

KELAT, British ship, J. Hughes—Order.

MANUEL LAGUNA, American ship, Nicholls—Standard Oil Co.

## HONGKONG.

Africa, British str., 2354, Gidding, Sept. 21.	Stokes, at Weihaiwei
Admiral, British str., 1,568, Matlock, Sept. 15.	Esperley, gunboat, 1,070 tons, 10 guns, Comdr. Ernest G. Barton, at Hankow.
Jardine, Matheson & Co.	Fama, torpedo-boat destroyer, 340 tons, 6 guns, 7,700 h.p., Lieut.-Comdr. Cyril Assor, at Weihaiwei.
América Maru, Jap. str., 3,535, Goto, Sept. 18.	Forceless, cruiser, 443 tons, 12 guns, Capt. J. I. Graham, on Yangtze.
Toro Kisen Kaisha	Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., in reserve.
Anping Maru, Jap. str., 1,038, Goto, Sept. 20.	Gloxy, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain A. W. Carter, at Weihaiwei.
Mitsui Bussan Kaisha	Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain F. H. Henderson, C.M.G., at Weihaiwei.
Ajzenberg, German str., 650, Uderup, Sept. 21.	Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
Jensen & Co.	Hart, torpedo-boat destroyer, 290 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. G. C. Hardy, at Weihaiwei.
Bamberg, Ger. str., 2,653, Kirchener, Sept. 23.	Humber, storeship, 1,840 tons, Comdr. John D. McIntosh, at Hongkong.
Hamburg-America Linie	Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.
Benvenue, British str., 1,468, Webster, Sept. 21.	Kinsara, river gunboat, 331 tons, Lieut.-Comdr. G. B. Powell, on Yangtze.
Gilb, Livingston & Co.	Moerchen, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. G. G. Webster, West River.
Bjorn, Norw. str., 722, Kristensen, Sept. 17.	Matine, sloop, 990 tons, 10 guns, Comdr. C. W. M. Plenderleath, Behring Sea.
Carlowitz & Co.	Ocean, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Richard W. White, at Weihaiwei.
Breconshire, British str., 2,000, Elliott, Sept. 13.	Otter, torpedo-boat destroyer, 350 tons, in reserve.
Lantz, Wegener & Co.	Phoenix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at Weihaiwei.
Canton, British str., 1,110, Stalker, Sept. 21.	Pique, cruiser, 1,000 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, on Yangtze.
Jardine, Matheson & Co.	Rambler, surveying-ship, 383 tons, Capt. Morris H. Smyth, Japan.
Catherine Apcar, British str., 2,727, Belsen, Sept. 22.	Rindoo, sloop, 990 tons, 6 guns, Comdr. D. E. Anshy, at Weihaiwei.
Sept. 22, D. Sassoon & Co., Ltd.	Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. John P. Irwin, West River.
Cheongchow, British str., 1,213, Frampton, Sept. 17, Chinese	Rosario, sloop, 990 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, Behring Sea.
Chiyeun, Chinese str., 1,211, Sleeman, Sept. 23, Chinese	Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Murray McG. Lockhart, West River.
Chowfa, German str., 1,055, Kohler, Sept. 19.	Snipe, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Ernest W. G. Davidson, on Yangtze.
Butterfield & Swire	Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., in reserve.
Chowlat, German str., 1,115, Textor, Sept. 23.	Talbot, cruiser, 2,900 tons, 11 guns, 9,600 h.p., Capt. Lewis Bayley, at Weihaiwei.
Butterfield & Swire	Tamar, receiving ship, 4,600 tons, 6 guns, Comdr. Robert Robinson, A.D.C., at Hongkong.
Deutscher, German str., 1,001, Frahn, Sept. 16.	Teal, river gunboat, 180 tons, 2 guns, Lieut.-Comdr. R. W. Dalgety, on Yangtze.
Siemssen & Co.	Twend, gunboat, 262 tons, 8 guns, 200 h.p., at Ichang.
Diamond, British str., 1,254, Rodger, Sept. 19.	Vestal, sloop, 990 tons, 10 guns, 1,400 h.p., Comdr. Stuart St. J. Farnham, Straits.
Shewan, Tomes & Co.	Waterwitch, surveying ship, 620 tons, 450 h.p., Lieut.-Comdr. E. C. Hardy, at Weihaiwei.
Dott, Norwegian str., 623, Haraldsen, Sept. 16, Chinese	Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut.-Comdr. C. P. Mausel, at Weihaiwei.
Empress of Japan, British str., 3,003, Pybas, Sept. 9, C. P. R. Co.	Wivern, coast defence ship, armoured, 2,750 tons, 1,000 h.p., in reserve, at Hongkong.
Fausang, British str., 1,410, Payne, Sept. 18.	Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Ronald E. Chilcott, on Yangtze.
Fritsholm, Norw. str., 900, Haraldsen, Sept. 22.	Woodcock, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. Hugh G. Somerville, on Yangtze.
A. R. Marty	
Gloveshire City, British str., 1,100, Nilsen, Sept. 17.	
Butterfield & Swire	
Hanyang, British str., 1,207, Jamieson, Sept. 17.	
Butterfield & Swire	
Hipsang, British str., 1,040, Selby, Sept. 17.	
Jardine, Matheson & Co.	
Holliao, French str., 565, Merlees, Sept. 11.	
A. R. Marty	
Holsheim, German str., 935, Lorenzen, Sept. 18.	
Jensen & Co.	
Hudson, British str., 2,376, Ross, Sept. 18.	
Standard Oil Co.	
Hupel, British str., 1,205, Meathall, Sept. 20.	
Butterfield & Swire	
Idzumi Maru, Jap. str., 2,301, Horton, Sept. 23.	
Nippon Yusen Kaisha	
Kochi Maru, Jap. str., 2,183, Fujiki, Sept. 22.	
M. B. Kaisha	
Kailfong, British str., 1,041, Pennefather, Sept. 22.	
Butterfield & Swire	
Kansu, British str., 1,142, Baddeley, Sept. 22.	
Butterfield & Swire	
Koenigsberg, Ger. str., 3,135, Mayor, Sept. 20.	
Hamburg-America Linie	
Kowloon, German str., 1,495, Stehr, Sept. 16.	
Siemssen & Co.	
Kutsang, British str., 1,495, Crockett, Sept. 18.	
Jardine, Matheson & Co.	
Longmoum, Ger. str., 1,243, Schulz, Sept. 8.	
Siemssen & Co.	
Lucia, Austrian str., 1,805, Zaccovich, Sept. 23, Chinese	
Mausang, British str., 1343, Welsh, Sept. 10.	
Jardine, Matheson & Co.	
Morocco, British str., 2,963, Cart, r. Aug. 22.	
Admiralty	



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